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AUSTRALIAN

U.F.O.

BULLETIN



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The Society welcomes reports of unusual phenomena. These are evaluated on their own merits and if requested are kept in the strictest confidence.

The Society exchanges information with similar Australian and overseas organisations, as well as scientists, and disseminates to the public information on local, interstate and overseas developments in its quarterly publication, the "Australian U.F.O. Bulletin", which is posted to all members.

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INCORPORATED 1988

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Print Post Approved
PP338968/0023

DECEMBER 2000

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EDITORIAL December 2000

 This edition of the Australian UFO Bulletin is dedicated to the memory of UFO researcher Mrs Cynthia Hind who was Director of MUFON in Africa.

Cynthia had been a long time friend of VUFORS during which time we exchanged much information and had the pleasure of her company when she spoke at one of our meetings and was house guest of the president of VUFORS.

In her Editorial of January 2000 No.21 of UFO AFRINEWS MILLENIUM, she states -

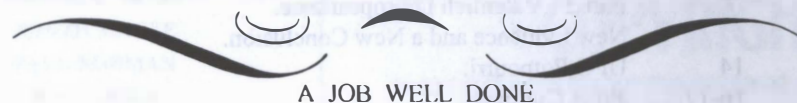
"Because it's the beginning of a new millenium, I feel we should give you a magazine to remember. A few more pages; some new stories and some reminiscences, and all for the same price! Apart from that, we want to thank you for your support over the last 11 years, and let's hope we can keep UFO AFRINEWS going for a few more years yet, although age has a nasty way of creeping up on one without prior notice!"

Was this a subconscious 'revelation', that she had only a short time to go?

Our appreciation goes to Cynthia's Assistant, Maria Sullivan, who passed on some of the details regarding her death. She will be sadly missed by Ufologists throughout the world.

In this Edition, we reproduce some of her last published cases, and hope we can continue to receive their contributions towards solving the mystery of the UFO.

Our sincere sympathies to Cynthia's family and friends in Africa.



The sighting of four UFOs by a young man on a summer's day in 1948 led to a notable involvement in UFO research. On that hot August day Walter H. Andrus Jr watched four metallic objects pass over Phoenix, Arizona. His curiosity aroused, Walt got involved in UFO research and twenty two years later he took over the position of International Director of the world's largest UFO research organisation, the Mutual UFO Network (MUFON).

Under Walt's leadership MUFON prospered and, at one stage, had 5,000 members. He provided outstanding leadership for a remarkable 30 years. Only recently has he stepped down in favour of our good friend John Schuessler. We are pleased to see that Walt's knowledge and experience will not be lost to MUFON as he will continue to assist in a lesser capacity.

Well done Walt and a happy "retirement" !!



ON THE UFO TRAIL

Paul Norman © 2000

This year brought the passing of Cynthia Hind, a good friend and colleague. I first met Cynthia at a conference in London. Later she invited me to accompany her on a joint speaking tour of the cities of Zimbabwe and a visit to the Victoria Falls. We later reciprocated and invited her to speak at our venue in Melbourne where members who attended the meeting, met her and learned about her work in Zimbabwe.

Another friend and colleague Mildred Bieseke, of Salt Lake City, Utah, passed away during this year. I visited Mildred every time I passed through that City. Twice we were interviewed on a local radio station. I learned also that another good friend and investigator passed away this year, namely Arnold West of BUFORA.



Paul Norman & Cynthia Hind

Recently I viewed a Video which described several incidents and speculations concerning the whole field of UFOlogy covering 'both sides of the coin' and theories relating to the various cases. I was surprised to see so many of my acquaintances involved in the investigation of these outstanding cases. I took advantage of early retirement to travel much of the world in search of the answers. In doing so, I met key researchers from other parts of the world at various Conferences and Meetings. This has cost thousands of dollars over several years, but I believe it to be a worthy cause.

At our next Public Meeting, I hope to start showing videos describing these key cases. This will last the next four meetings and each will take approximately 20 minutes. After current sighting reports from our Area Representatives, the first to be shown will be Area 51, after which will follow a question period. I am asked more questions about Area 51 than any other phase of UFO Research. I have been to Rachel, Nevada on two occasions, once to pay a visit to Glen Campbell and later to attend a Conference. Glen was the most informed researcher outside that area. It was at Rachel that I met Bob Lazar who claims to have been inside the top-secret area.

I am an investigator, not a speculator nor a fiction writer. I have learned from advisers like Dr. J. Allen Hynek, who was the Chief Civilian Consultant for the U.S. Air Force on the subject for 20 years; Professor James E. McDonald, an Atmospheric Physicist from the University of Arizona; Dr. Richard Haines, retired, Research Scientist with NASA; Dr. Willy Smith, who operates the UNICAT Project, and others who have not yet gone public. These people are experts in the art of separating fact from fiction.

In 1967, while on a visit to the U.S., Professor McDonald invited me to speak to an interested group at the University of Arizona, regarding outstanding cases in Australia. He later made a visit to this country and requested our assistance in arranging interviews with witnesses. This we did and one of the cases was the Westall School report.

On The UFO Trail

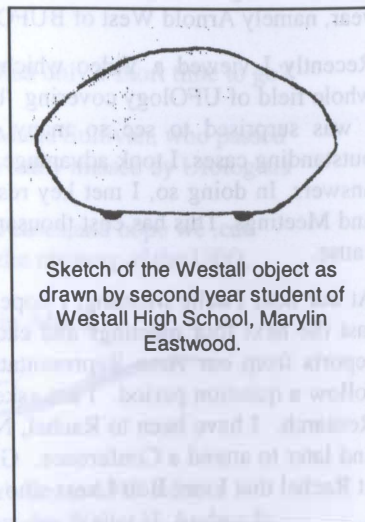
With my years of experience within the field of UFOlogy, I am amazed at the number of cases, which start out as a fairly solid case, then come the fictional add-ons.

As an example, I understand there is someone claiming to have been a student at the Westall School in Clayton in Victoria, who is spreading the claim that there were entities peering from the dome of the object which was earlier reported by a lady in the area to have risen from a vacant block of land about two blocks away from the school ground. The claimant also stated that entities with fingers - long and slim - could be seen moving around inside the dome. We believe this claimant has been reading too many reports and has them extremely confused, since we have a much later witness who was at the school that day, observed the object and stated IT DID NOT LAND IN THE SCHOOL GROUND.

The documented fact is that Judy Magee photographed the area standing facing the paddock and affected area. The building seen in the background of the photo was a small house. I personally went to that house opposite the landing spot, in search of other witnesses, and found an elderly, disabled gentleman, who said he saw students standing around, but did not learn until later that they had observed an object.



Centre of the photo is the area affected by the landed craft. A child can be seen there. Small house in left background. The Westall School is approx. two city blocks to the right.



Sketch of the Westall object as drawn by second year student of Westall High School, Marilyn Eastwood.

The day in April 1966 was the Good Friday holiday, when we interviewed students. Although the school was closed, several students were present discussing the sighting, when they learned we were UFO Researchers, they were eager to tell us what happened and what they saw in detail. There were no occupants associated with the incident!

I have said before and I will repeat it, don't be surprised if a fictitious abduction story will be added to the Westall Incident, as in many other cases

STS-75 Space Shuttle Mission

Mission Highlights:

Reflight of U.S./Italian Tethered Satellite System (TSS-1R) marred by loss of satellite on flight day three, although valuable scientific data was still gathered. Other primary payload, U.S. Microgravity Payload-3 (USMP-3), performed nominally. TSS considered primary payload at beginning of mission and USMP-3 primary following TSS operations.

TSS flew previously on Mission STS-46 in June 1992, but experiment operations curtailed due to jammed tether. TSS concept designed to study electrodynamics of a tether system in electrically charged portion of Earth's atmosphere called the ionosphere. Satellite provided by Italy and tether/deployer assembly U.S.-built. Twelve investigations -- six NASA, five Italian Space Agency (ASI) and one U.S. Air Force -- planned. Deployment of TSS-1R on STS-75 delayed one day to allow troubleshooting of onboard TSS computers by flight crew. Excellent scientific data was being gathered when tether snapped on flight day three as satellite was just short of full deployment of about 12.8 miles (20.6 kilometers). Satellite immediately began speeding away from orbiter as a result of orbital forces and the crew was never in any danger. Reason for tether break not immediately clear and investigative board convened on ground to determine cause. Crew retracted deployer and remaining tether following day.

Meanwhile, scientists did gather useful data from curtailed deployment. Currents measured during deployment phase were at least three times greater than predicted by analytical modeling, and amount of power generated was directly proportional to the current. Tether voltages of as high as 3,500 volts were developed across the tether, and current levels of about 480 milliamps were achieved. Researchers also able to study how gas from satellite's thrusters interacts with ionosphere. Also collected first-time measurements of ionized shock wave around the TSS satellite, a phenomenon that cannot be studied in the laboratory and is difficult to mathematically model. Another first was collection of data on the plasma wakes created by moving body through electrically-charged ionosphere. Some experiments conducted using free-flying satellite and attached tether before it re-entered Earth's atmosphere and broke up.

USMP-3, flying on Shuttle for third time, included U.S. and international experiments, all of which had flown at least once before: Advanced Automated Directional Solidification Furnace (AADS-F), a crystal growth facility; Critical Fluid Light Scattering Experiment (Zeno), to study element Xenon at its critical point; Isothermal Dendritic Growth Experiment (IDGE), to study formation of dendrites, tree-shaped crystals that in metals manufacturing dictate final properties of material; and Materials for the Study of Interesting Phenomena of Solidification on Earth and in Orbit (MEPHISTO) to study how metals solidify in microgravity using a furnace.

STS-75 Space Shuttle Mission

<http://www-pao.ksc.nasa.gov/kscpao/chron/sts-75.htm>

USMP-3 experiments conducted primarily through telescience, where principal investigators could control research from Marshall Space Flight Center's Spacelab Mission Operations Control Center. In MEPHISTO investigation, changes in microgravity environment caused by orbiter thruster firings were correlated with fluid flows in crystal sample. Also able to monitor point at which crystal sample underwent critical change during solidification process. Sample used was a tin-bismuth mixture representative of alloys found in airplane turbine blades, electronic materials and many other products.

In AADSF, three lead-tin-telluride crystals grown while orbiter flown at three different attitudes to determine effect on crystal growth. Also collected data on crystal's freezing point. Lead-tin-telluride used in infrared detectors and lasers.

IDGE experiment yielded twice expected amount of data. Best images ever transmitted of dendrites were gathered. This also was first Shuttle experiment controlled by principal investigator at a remote non-NASA site, foreshadowing types of research which will be conducted on International Space Station, where researchers could be based at universities.

Zeno allowed investigators to observe with unprecedented clarity behavior of xenon at critical point, when it exists as both gas and liquid. Such phase change phenomena common to many different materials and knowledge gained from Zeno could apply to such fields as liquid crystal growth and superconductor research.

Space Acceleration Measurement Systems (SAMS) and Orbital Acceleration Research Experiment (OARE), both of which have flown previously, provided data about on-orbit environment. In middeck, crew worked with Middeck Glovebox Facility (MGBX) featuring three combustion experiments, all of which were successful. Glovebox and Forced Flow Flamespreading Test experiment, both slated to fly on Russian Space Station Mir later this year, and glovebox also will fly on International Space Station. Also flying in middeck was Commercial Protein Crystal Growth (CPCG-09) experiment to process nine proteins into crystals to better understand their molecular structure.

GO TO THE SPACE SHUTTLE MISSION CHRONOLOGY HOME PAGE

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## Part 2

### Valentich Disappearance: New Evidence and a New Conclusion

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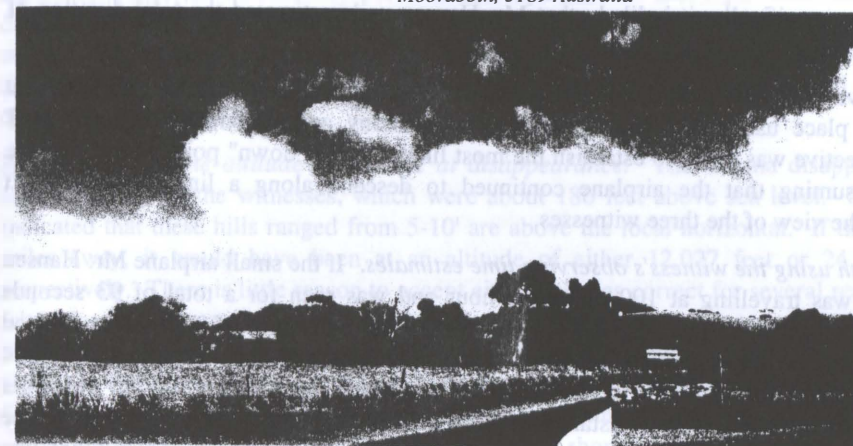


Fig. 3. Three contiguous photographs of sighting area ( from 126 to 200 degrees magnetic bearing).

Figure 3 is a photo-collage taken by author R.H. at the three locations along Barham Valley Road referred to in Figure 2. Mr. Hansen said that it was so dark, he was barely able to make out the tops of the trees and hill against the Southeast sky. Both the airplane and accompanying light (which appeared to fly in parallel with the Cessna) seemed to descend at an apparent 30 to 40' angle (above the horizontal) along a straight line approximately as shown by the dashed line in Figure 3. Both lights eventually disappeared behind the hilltop at a magnetic bearing of about 126' from Hansen's location (left section of Figure 3). No sounds were heard coming from the direction of the lights at anytime during this sighting. The witnesses never saw the airplane strike the ground or the sea.

#### *Estimating Airplane Position*

Although there are too many unknowns to calculate a definitive flight path, we felt that some attempt should be made to estimate the position of the Cessna if it had continued downward on a relatively linear path, as described by the three witnesses. One difficulty in this regard arises from the possibility that the airplane and the accompanying light may not have been flying in a plane of travel normal to the line of sight but obliquely toward or away from the witness's location to some degree. If this was the case, then even a level flight path could appear to descend toward the

distant horizon when viewed from the ground. This well-known optical illusion would make it appear as if the airplane was descending when it was not.

Of course, there is no way to test this possibility in regard to Valentich's flight. If the plane of travel was not normal to the witness's line of sight and the airplane was descending, then the location of the "splash point" could extend over a wide range of angles and distances or may not have occurred at all. All that is known for certain is that the airplane and accompanying green light travelled somewhere within the arc defined by the two lines C-200 and C-126 in Figure 1. Other difficulties have to do with the accuracy of the perception of temporal duration itself and memory accuracy long after an event. As Hawkings and Meyer (1965) found, most people tend to underestimate duration when they personally attend to a task and overestimate duration if they were not personally involved in a task. Although individual differences make it difficult to apply these findings to this case specifically, it is likely that Mr. Hansen underestimated the total duration of his sighting to some degree.

In spite of the above difficulties, we attempted, in each of the following sections, to estimate what might have taken place using both the eyewitnesses' testimony and Valentich's in-flight DoT narrative. Our objective was to try to establish the most likely "splash down" point of the airplane in Bass Strait, assuming that the airplane continued to descend along a linear path after it disappeared from the view of the three witnesses.

*Probable flight path using the witness's observing time estimates.* If the small airplane Mr. Hansen and the girls saw was travelling at 100 miles per hour and was seen for a total of 93 seconds (between points A and C-3 in Figure 2), it would have travelled a distance of 2.58 miles. Indeed the splash point would be only 1.2 miles off the shoreline. This linear distance is plotted on Figure 1 as line A-N near Cape Marengo. If the Cessna had been flying more slowly, say 80 miles per hour, it would have travelled a total distance of only 2.1 miles, placing it even nearer to the shoreline. Although there were many tourists in town at the time and the spring weather was relatively warm, clear, and calm, only the three witnesses reported seeing anything at that time of the evening. For these reasons, the above position estimates appear to be too close to the shore.

*Estimating the distance between the eyewitnesses and the airplane based on the airplane's subtended visual angle (from memory).* We then attempted to estimate how far Hansen actually was from the airplane using his memory estimate of the angular size of its lights. The linear distance between the red wingtip light and the white tail light on a Cessna 182L airplane, viewed from the side, is about 12 feet, and this was said to be equivalent to the angle subtended by a marble held at arm's length. Therefore, the calculated distance to the airplane would be only 404 feet. This distance is clearly in error for several reasons: (a) a large scale topographic chart of the area shows that the distance to the hills seen in the left part of Figure 3, behind which the airplane allegedly was seen to disappear, is about 3,000 feet away; and (b) engine sounds from a small airplane would have been heard at such close range, regardless of wind velocity and direction, yet no sound was heard. It is more likely that his use of a "marble" as a reference object is too large. Valentich's engine was running at this time and is heard on the voice tape.

Assuming this angular estimate is 50% too large, we are left with a subtended angle of a 51 rain arc between the two airplane lights and a calculated separation distance from point C (Figure 2) to the airplane of just over 800 feet, which is still too small a value for the same reasons discussed above. Indeed, if the airplane had disappeared just behind the indicated hill and had not levelled out, it

would have impacted the ground and not the ocean. Its wreckage would have been found immediately. Thus, Mr. Hansen's recollection of the angular size of the airplane's lights is too large by perhaps several orders of magnitude. What might the maximum distance be between the witness and the airplane? Another estimate can be made by knowing the distance acuity for unaided vision by someone who does not wear prescriptive lenses. This is reasonable because Mr. Hansen did not need to wear corrective eyeglasses at the time.

*Estimated distance between the eyewitnesses and the airplane based on normal visual acuity.* The human visual system can correctly discriminate two point lights at night as being separate at very small angles (less than 0.3 min arc or less; Haines, 1980). If we use this lower visual acuity threshold for the above calculations (i.e., the angular separation between the two coloured lights on the airplane that can be correctly perceived as separate), we find a practical maximum separation distance between the witness at point C (Figure 1 and 2) and the airplane of 137,457 feet (26 miles). This maximum distance estimate is far too large, considering the relatively short amount of time the lights were in view and the impossibly high velocity the Cessna would have had to fly to cover this total visual angle.

*Estimating airplane altitude and range at disappearance.* The Cessna disappeared behind low hills to the SE of the witnesses, which were about 180 feet above sea level. Site measurements indicated that these hills ranged from 5-10' are above the local horizontal. If the Cessna were 26 miles away, it would have been at an altitude of either 12,027 feet or 24,233 feet altitude, respectively. There is little reason to accept either value as correct for several reasons. First, other witnesses saw the small plane pass overhead earlier toward the south at an altitude of no more than 5,000 feet. Second, Valentich himself indicated that his altitude at 9:09:06 p.m. was 4,500 feet (less than 4 minutes before his final disappearance); indeed, this airplane could not have climbed fast enough to reach such altitudes in the available amount of time. Finally, the eyewitnesses' total viewing duration of about 93 seconds was much too short to account for an airplane flying at this large a distance and altitude. In short, the theoretical, maximum distance to the airplane of 26 miles is, again, far too large.

*Estimating distance to airplane by its assumed altitude.* If the Cessna was at an altitude of 4,500 feet when it disappeared below the line of hills south of Apollo Bay (along line C-3 in Figure 2) and these hills were about 180 feet high (determined from topography chart), then the horizontal distance to the airplane would have had to be about 14 miles. This point would lie along an extension of line C-126' (Figure 1). Interestingly, Mr. Hansen's estimate of the distance to the airplane was from 10 to 12 miles. We can assume that a lower initial aircraft altitude reduces this distance. Because the eyewitnesses saw the airplane descending at a fairly rapid rate, let us assume it was at an altitude of only 1,000 feet when it disappeared behind these same hills; this yields a horizontal range of only about 2.5 miles from the witnesses (point N on Figure 1). Point N is only about 1 mile farther from the shoreline than the extension of point C3 (discussed above).

*Viewing duration, airplane velocity, and distance travelled.* The following time and distance estimates are based on the eyewitness testimonies and lie between viewing lines B-1 and C-3 of Figure 2. Assuming that the airplane and the strange light were (a) flying in a plane normal to the line of sight, (b) flying at 100 miles per hour (8,800 ft/min.), and (c) viewed for 65 seconds, they would have travelled a distance of 9,504 feet or 1.8 miles. Next, assuming that the airplane was at an altitude of only 2,000 feet when first seen by Mr. Hansen (from point B, Figure 2) and

descended at a constant 30 degree angle, it would have descended the 4,000-foot glide path distance to the ground in only 27.3 seconds. The airplane was viewed for a significantly longer period than this more than two times longer-before it disappeared. One or more of the following factors may explain this anomaly: The assumed descent angle is too steep; the velocity of the airplane was less than 100 miles per hour; its altitude, distance, or both is in error; the airplane was not flying in a plane that is normal to the line of sight; or the airplane levelled out after it disappeared behind the foreground hills. For example, if we repeat this calculation using a smaller descent angle of 20', a speed of 80 mph, and an initial altitude of 2,000 feet, the airplane would travel the 5,847-foot-long flight path to the ground in about 50 seconds, which is more nearly equivalent to what was described by the eyewitnesses. In summary, the authors are more inclined to accept the nearer distance estimates (i.e., 3 miles to sea) than the farther distance estimates (26 miles) of the airplane's final disappearance point into the sea because they are more in line with the eyewitnesses' temporal estimates than with the angular estimates.

The minimum-controlled-flight (stall) speed for this model Cessna is 48 knots with no flaps, zero bank angle, and center of gravity in its most forward position. Travelling at this velocity for the total viewing duration of 93 seconds at a descent angle of 30' along line B-X (Figure 1) yields a distance travelled of only 1.43 miles (to the point of aircraft disappearance behind the distant hills). This distance is clearly too small (Figure 1). The descent angle that yields a flight path length that is most compatible with all of the above facts (2,000 feet initial altitude) is between 5 and 10 degrees. A descent angle of 10 degrees yields a distance of 11,517 feet to the surface of the sea. Travelling at 48 knots, the Cessna would require 142 seconds to travel this distance. A descent angle of 5 degrees yields a distance of 22,946 feet and a flight time of 4 minutes, 43 seconds, to sea impact.

Yet another estimate of airplane flight path can be derived from knowledge of its engine-off glide path ratio, which is between 7:1 and 8:1, yielding a descent angle of 8 degrees and 7.4 degrees below the horizontal, respectively. Here, the airplane would glide (at 7:1) the 2.73 miles to the earth's surface from a starting altitude of 2,000 feet in 2.4 minutes, assuming a speed of 60 knots. The corresponding glide distance (at 8:1) is 2.94 miles in 2.6 minutes; both duration values are reasonable. Nonetheless, engine sounds can be heard in the background of the audio tape throughout this period, which suggests a higher forward velocity than 60 knots.

*The Valentich audiotape transcript.* At 9:09:52, Valentich stated that the unknown aerial object near his airplane appeared to be "a long shape." At 9:10:20, he said, "... its got a green light and sort of metallic like, it's all shiny on the outside." Then, almost two minutes later, at 9:12:09, he said, "My intentions are-ah... to go to King Island-ah, Melbourne. That strange aircraft is hovering on top of me again *"open microphone for two seconds"* it is hovering-and it's not an aircraft." These were the last words ever heard from the young pilot according to the audiotape. Note that these descriptions by Valentich correspond in colour and general size with the testimony of the primary eyewitness on the ground near Apollo Bay. Significantly, the signal strength and audio quality of Valentich's radio transmission did not change at any time during the entire tape, indicating that his altitude was above at least 3,000 feet. Line of sight transmission is blocked to Melbourne below this approximate altitude at this distance.

*Estimating UFO size.* It is reasonable to assume, on the basis of psychophysical research data, that Mr. Hansen's angular estimates were basically accurate in comparing the size of the two aerial

objects because they were seen side by side at the same time. Psychophysical research supports this view. Thus, the UFO's apparent angular diameter was about 4 times larger than the distance between the airplane's two external lights. Using this ratio and the known dimension separating the two airplane lights (12 feet), we find that the UFO would be about 48 feet across, assuming it was at the same distance as the airplane.

*A hypothetical aircraft flight path.* The dashed line in Figure 1 presents one possible flight path for Cessna DSJ, which is consistent with the voice transcript. (Unfortunately, the transcript does not contain any references to particular spatial locations after 9:00:29, and even this location is not known exactly.) Tick marks are approximately 1 minute apart (assuming an airspeed of 110 miles per hour) and taking the wind differential into account. The main objective of this flight path reconstruction is (a) to bring the aircraft's position into correspondence with where Mr. Hansen and the girls said they saw it located and (b) to identify a general "splash down" area in Bass Strait from which search operations should commence. This flight path reconstruction is based on the possibility that at about 9:06:30, Valentich either became disoriented and frightened and banked back toward the mainland for reasons of safety, or the presence of the unidentified aerial object somehow affected his compass so that he thought he was continuing on to his original destination. A number of other magnetic compass interference cases in aircraft have been reported (Haines, 1992; Sturrock *et al.*, 1998).

We assume the following:

1. The Cessna's attitude began to descend at about 9:10:30, shortly after Valentich began to fly in circles ("orbit"). His engine began to malfunction at 9:11:52 (engine trouble is audible on the audiotape).
2. The airplane continued to descend at approximately 500 feet per minute so that the airplane was at 2,000 feet altitude upon reaching point B (Figure 1).
3. Radio transmission ceased after 9:12:45 because of progressive line of sight signal loss caused by the earth's curvature. Of course, there is no way to determine the accuracy of this hypothetical flight path.

A small dark oval (UFO) object with a dashed trail is also drawn in at various locations on Figure 1 in accordance with Valentich's description. It is obvious that his aircraft was the focus of attention of this strange object.

### Summary

Based on what is already known about his flight plan and what can be learned from the new eyewitness evidence, we have come to the following conclusion regarding the fate of Frederick Valentich. We conclude, on the basis of the evidence presented above, that Frederick likely crashed into Bass Strait. The ground witness testimony places the airplane's approximate flight path somewhere within the area defined by the lines C-200' and C-126' in Figure 1, ESE of Cape Marengo. The most likely range of distances from the witnesses is from 3 to 12 miles as is discussed above. Consider the following line of evidence.

First, no wreckage of Valentich's airplane has been found. If he had crashed on land, search-and-rescue personnel would have found crash debris in the 20 years following the disappearance. Locating a crash at sea is a far more difficult task. Second, Valentich's airplane was seen flying in

## Valentich Disappearance: New Evidence and a New Conclusion

a southerly direction east of Apollo Bay around 9:00 p.m. (based on certain reasonable assumptions). Third, Valentich was clearly disoriented by 9:10 p.m. at the latest and probably earlier. Many pilots will not admit this to the authorities for fear of pending medical investigations that might be required, which would put their flying career in jeopardy. Fourth, the Cessna could have flown a distance of 27.5 miles at 110 miles per hour during these 15 minutes. Of course, the main question is, in which direction was Valentich flying? Fifth, Valentich was flying in circles by 9:10:20 (and possibly earlier) and admitted to being confused about the relative magnetic bearings to the UFO by 9:11:23. Clearly, he did not know where he was at that point. It is possible that he could have flown back toward the mainland at some time after 9:06, either deliberately or by mistake. Perhaps he was somehow captivated by the strange object he saw flying near his airplane. Sixth, at 9:12:09, Valentich reported that the strange aircraft was "...hovering on top of (him) again ... and (was) not an aircraft." Is this what Mr. Hansen and his nieces witnessed from the ground minutes later? If so, then the Cessna was descending within the area shown in Figure 1 and may have impacted the water somewhere within the dashed area shown in Figure 1. Underwater search activities should begin in this region of Bass Strait.

According to an Australian Marine Research report (Ocean Currents, 1997), Bass Strait is a shallow continental shelf with an average depth of from 50 to 70 m. Tide and wind action results in the mixing of the Bass Strait and the Tasman Sea, causing the saltier, colder (13°C) surface waters to sink (downwelling) and fall, much like a waterfall down the continental shelf slope, "beginning midway between Flinders Island and the Victorian coast and extending north almost to Jervis Bay" (Ocean Currents, p. 5). The Bass Strait Cascade pours toward the east.

Tides in Bass Strait "originate from the tidal wave travelling southward down the east coast of Australian. As the wave passes the eastern entrance of Bass Strait, some of its water is deflected into it, slowing down to 80 km per hour in the shallower water. The rest of the wave continues at high speed around Tasmania in a clockwise direction to reach the western entrance to Bass Strait some 3 hours later. The wave front entering from the west meets the wave front entering from the east, causing large tides along a north-south line in the middle of Bass Strait."

Because of the velocity and force of these currents, it is likely that underwater debris may be carried a long distance. The relatively low mass aluminium structure of Valentich's Cessna airplane would not sink quickly, nor would it dig into the bottom surface very far as would an anchor or the hull of a heavy ship. It might be possible to locate a particular area where such debris would accumulate over time. Computer simulations should be run to develop estimates of the debris field on the sea bottom, given tides and currents in the vicinity of the probable impact point of Valentich's plane on the sea surface.

We may never know exactly what happened to Frederick Valentich. Nevertheless, an attempt should be made to locate the airplane. An underwater search should be mounted, despite the 20 years that have elapsed since the event took place.

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## Filer's Files

<http://www.filersfiles.com>

George Filer, the state director for MUFON New Jersey, produces a weekly report of UFO sightings collated from all over the world. This web site is the repository of these reports and is also George's home page.

# UFO POTPOURRI

John Schuessler, Post Office Box 369, Morrison, CO 80465-0369  
[Schuessler@mhho.net](mailto:Schuessler@mhho.net)

August 2000

## Radar-Visual Case from the Archives

The following radar case is replicated from "Project Blue Book – Report no. 9," Project No. 10073, dated 31 January 1953, Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio. It was originally classified "Confidential," with a special stamp on the cover page that read "Security Information." This incident is labeled T53-3695 and is important because the witnesses were well-qualified military personnel. The object was observed visually and on radar. Interestingly, the first line of the report contains an improperly spelled word, as shown below. Note also on page 2, para. 3, the use of the word "effect" the radar rather than "affect."

Continental Divide, New Mexico

26 January 1953

### I. Description of Incident

On 26 January 1953 at 2115 MST Air Force personnel stationed at an AC&W station in this area observed an aerial phenomenon simultaneously by electronic and visual means. To the naked eye the object appeared as a very bright reddish-white object estimated to be 10 miles west of the radar site. The object passed behind a hill and then reappeared apparently heading in a northerly direction at a slow speed. The airman making this visual observation reported it to personnel manning the radar equipment. They stated that they had an unidentified blip on the radar scope, appearing west of the station approximately 9 miles away. The scope the object to be on a 270 degree azimuth at an altitude of 10-15,000' moving away from the site at 12-15 mph. It was eventually lost on radar at the 18 mile range. The object was under visual and radar observation intermittently for 45 minutes. The elevation of the station is 7,500' above sea level.

Weather at this time was characterized by a high thin overcast and low scattered clouds. Winds aloft were from 270 degrees at 30 knots at 10-30,000'. An atmospheric inversion layer existed at 18,000' with the top at 21,000'.

### II. Discussion of Incident

This is the most complete report ever received by ATIC on the sighting of an unidentified object. The intelligence officer of the 34<sup>th</sup> Air Division, ADC, is to be complimented on his initiative and complete covering of all of the angles bearing on the observation. Moreover, the combination visual-electronic sighting is the best type of sighting to work with because it affords the most information.

The intelligence officer preparing the report checked on weather balloon releases in the area of observation as a possible answer to the sighting. It was found that a 9' radiosonde balloon released from Winslow, Arizona, would offer the only possibility. The unknown object was observed to move from east to west, against the prevailing winds aloft which rules out the balloon theory. Also the sighting time of 0415 Z is 1 hour and 15 minutes after the Winslow release and by that time it is probable that the radiosonde had burst at altitude long before.

The fact that the object was detected on radar and seen visually for so long a period of time eliminates the possibility of an astronomical solution, such as a star or fireball, and especially if both radar and eye were seeing the same object, it is unlikely that these objects would cause radar returns. Since the object was tracked at 12 to 15 mph, aircraft are also eliminated as a possibility.

ATIC electronics specialists advanced the theory that the slow speed and large visual radar size of the target make it appear that weather effects may be the cause of the electronic pick-up. However, the inversion layer at 18,000' appears to be too high to effect the radar which was tracking the object at 10 to 15,000'. The weather-effect explanation cannot, of course, account for the simultaneous visual sighting. There is a possibility which ATIC is now checking that the radar personnel may have been looking at the planet Venus, very low and bright on the western horizon this time of year, and that the radar possibly encountered the aforementioned weather interference at the same time. This would require a high degree of coincidence, however, and the radar and visual sightings seem to coincide too exactly to give much weight to the theory that both were observing different objects.

Two other items added to the completeness of the report. ATIC supplied the reporting intelligence officer with a USAF Technical Information Sheet covering the radar pick-up. Further analysis of this sighting awaits adiabatic weather charts for the date and area of sighting and until this information is received, this report is carried in Project Blue Book's files as an unknown.

### III. Conclusion

Unknown

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### **The Black Vault**

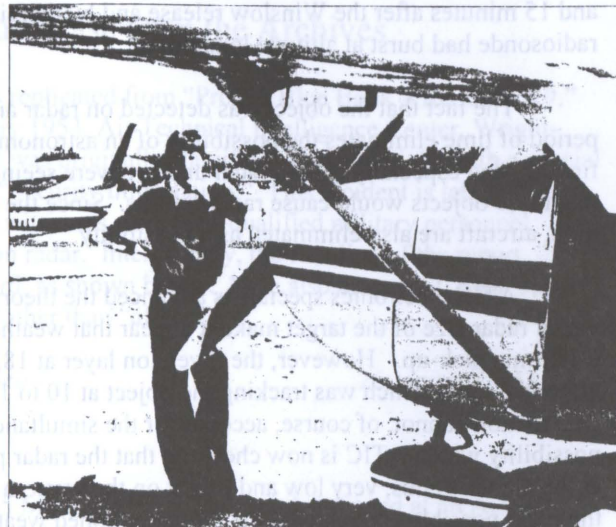
<http://www.blackvault.com>

The basis of the Black Vault site is their very large collection of government documents that has been built over the years with the assistance of the Freedom Of Information Act (FOIA). The documents cover topics such as UFO's, Alien cover-ups, Nuclear and Biological Weapons, Space, Remote viewing, & World War II.

Herald Sun, Wednesday, October 11, 2000

—Sea search planned for vanished plane—

## Fresh light on UFO riddle



**Missing:** Frederick Valentich was a keen flyer.

By MARK DUNN

NEW evidence in Australia's most controversial UFO mystery has identified the likely spot a young pilot's plane may have crashed into Bass Strait.

Researchers have gained what they claim are fresh eyewitness accounts of an eerie green light that surrounded Frederick Valentich's ill-fated Cessna almost 22 years ago.

Valentich's dramatic disappearance off the Apollo Bay coast in Victoria's south-west on October 21, 1978, was recorded in radio transmissions he sent from his rented Cessna 182L to Melbourne airport.

Speculation about Valentich's disappearance has ranged from freak weather conditions and pilot disorientation to UFO abduction.

Former NASA scientist Richard Haines, who studied the case, includes in his theory the possibility of a secret military weapons test.

Now, new witness accounts of the plane and its position have sparked calls from the Valentich family and investigators for an undersea search for the aircraft wreck.

Valentich's mother, Alberta, has for two decades maintained hope for some resolution of the mystery.

Mrs Valentich, who lost her husband Guido this year, yesterday issued her plea for assistance with the planned ocean search.

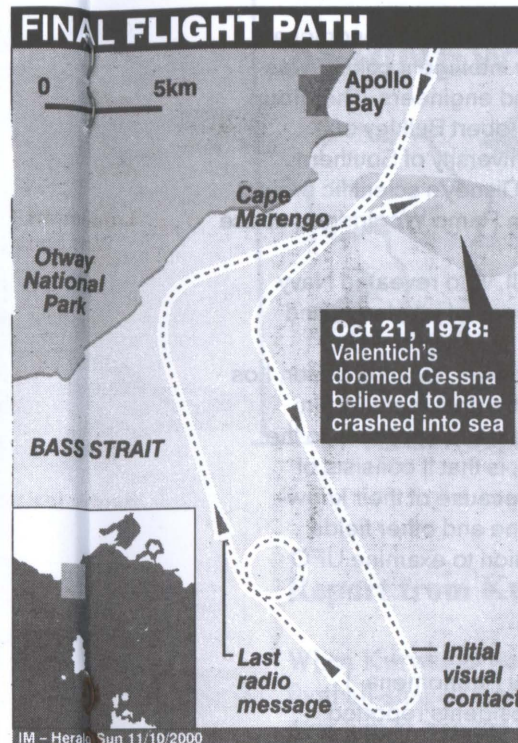
She said famed oceanographer Jacques Cousteau had before his death sought government permission several times to look for the aircraft but was refused.

Mrs Valentich also revealed she received a call from an unidentified man in Russia shortly after her son's disappearance who said he would visit them but the phone call was cut off mid-conversation.

Her dying husband had expressed a belief that Frederick Valentich may not have been killed.

"I don't think I'll see him where I am going," Mr Valentich told his wife shortly before he died.

More than 50 people reported seeing bright lights in the Cape Otway region on the night 20-year-old Valentich disappeared en route to King Island.



But the latest information comes from a man and his two nieces who are believed to be the last to see the Cessna.

They support the description of a green light hovering above the plane as detailed by Valentich to Tullamarine airport radio controller Steve Robey.

"They saw both the lights of a small aircraft and a very large green light travelling directly above it," said Paul Norman, of the Victorian UFO Research Society, after interviewing the trio.

Mr Norman said the Apollo Bay man, aged 47 at the time, had initially told his wife but she didn't believe him.

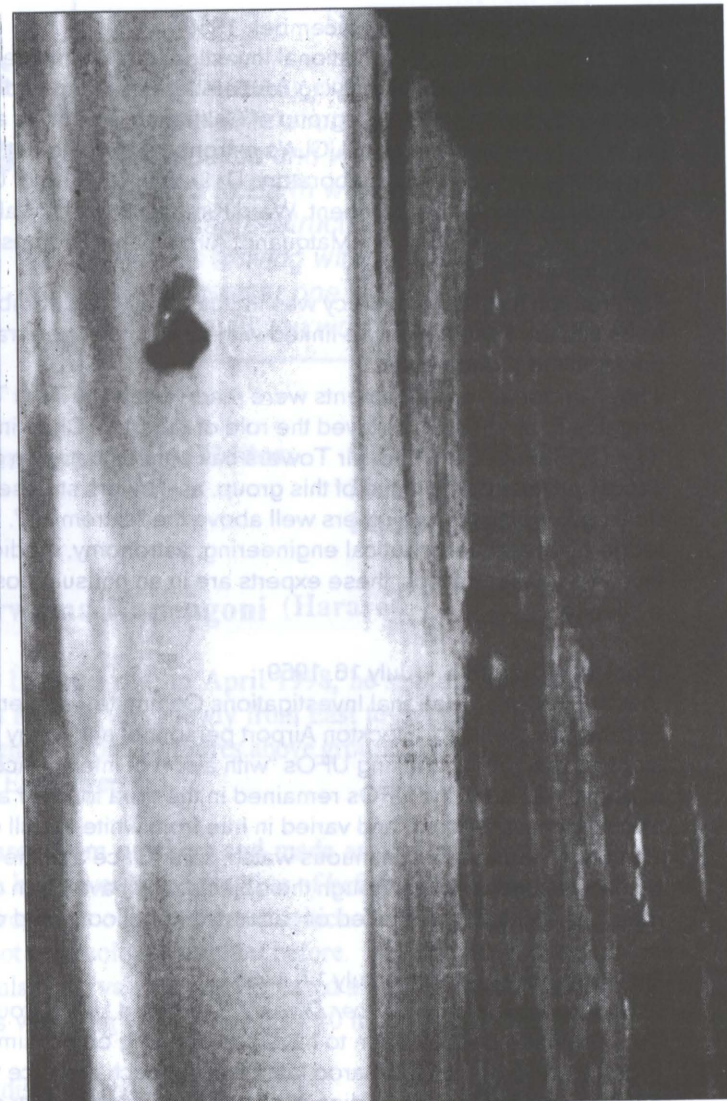
He failed to raise it until now because he feared

being ridiculed, Mr Norman said.

"We have tracked it as far as we can without an underwater search," he said.

The society and the Valentich family are appealing for help in mounting the sea search using sonar or video equipment.

They can be contacted on 9506 7080.



**? Are You Financial ?**  
**Check Your Address Label**

Mystery: a picture taken from Cape Otway minutes before the disappearance.

## THE EARLY YEARS

A selection of reports from various magazines published in the 1950s and 1960s

Los Angeles, California - December, 1958

*The U.F.O. Investigator* ( National Investigations Committee on Aerial Phenomena )

A scientific conclusion that "flying saucers" are real and under intelligent control was made public this month by a group of Californian scientists and engineers. The group includes Dr Robert Baker of UCLA's astronomy department, Robert Bulkley of CalTech's Jet Propulsion Laboratory, Dr Leslie Kaeburn of University of Southern California's medical department, Ward Kimball, head of Walt Disney's scientific project section and engineers from Matquandt Aircraft and Thompson Ramo Woolridge ( space consultants to the Air Force ).

One reason for official secrecy was indicated by Ward Kimball, who revealed Navy fears that the UFOs might be linked with several disappearances of jet planes and pilots off the Florida coast.

These important developments were made public by Tom Towers, aviation editor, Los Angeles Examiner, who played the role of Albert M. Chop in the documentary film "U.F.O." For several years Mr Towers has concentrated on a factual approach to the saucer problem. The value of this group, as Towers stresses, is that it consists of qualified engineers and others well above the "extremists". Because of their knowledge of jet and aeronautical engineering, astronomy, medicine and other fields involved in astronautics, these experts are in an unusual position to examine UFO evidence.

Stockton, California - July 16, 1959

*NICAP Bulletin* ( National Investigations Committee on Aerial Phenomena )

Six sheriff's deputies, Stockton Airport personnel and many residents reported sighting two round, blinking UFOs "with a sort of intelligence" early today. First noted at about 1.25 a.m., the UFOs remained in the area for over an hour. They blinked about once per second and varied in hue from white to dull orange. Deputy Elmer Van Sant, who kept a continuous watch, said "Once a plane flew over and the blinking speeded up as though the objects may have been communicating with each other". Local authorities ruled out aircraft and balloons and could offer no explanation.

Brisbane, Queensland - July 17, 1965

*The Australian Flying Saucer Digest* ( The Allied UFO Groups in Australia )

Two Brisbane people claim to have seen a flying object similar to that sighted by a group of students at Coorparoo last week. In each instance the UFO was reported to have been a shining silver disc. Mr Brian Gibbs of Windsor said a Torwood woman Miss Betty Cobban made the report of the latest sighting. They said they were waiting for a tram in Merthyr Road, New Farm at about 11.00 a.m. when they noticed what they first thought to be a daylight sighting of the moon. "It appeared to be round and silver, like an aluminium disc shining in the sun", they said. "It made a small circle and then disappeared in a north-westerly direction at terrific speed". Several students at Villanova College, Coorparoo reported during the week seeing a similar flying object at about normal aircraft height.

## UFO

### AFRINEWS



## THE MILLENNIUM

*There are many predictions of a terrible thing  
That the Millennium 2000 will certainly bring.  
Earthquakes and waves of enormous height,  
Meteors to Earth which close off the light.  
Death and destruction of a formidable war,  
Missiles arriving with an ear-splitting roar.  
But remember one fact (placed in your head):  
Why should you worry once you are dead?*

**All correspondence to The Editor:** P O Box MP 49  
Mount Pleasant  
Harare, Zimbabwe

### Report from Kurwama Kanengoni (Harare)

When Kurwama was 18 years old, in April 1998, he saw an American football-shaped object moving very slowly from East to South. It passed over him at tree-top height, about 20 metres above ground level. The time was about 8:10 p.m. (Early evening).

The object just appeared from nowhere and made an unusual crackling noise which Kurwama had never heard the likes of before. Also, he noted the strange colours from the object: colours which he has difficulty in describing as he has not seen colours like that before. The colours glowed from the object at regular intervals. It first appeared about 40 metres from where the witness was watching until it was only 20 metres from him.

He watched it until it disappeared.

At first Kurwama thought it was a shooting star (a meteorite) but the distance above the ground and its closeness to the witness made him change his mind.

It was a clear night with no obscuring cloud.

## UFOs - AFRICAN ENCOUNTERS

On 26<sup>th</sup> July, 1954, Squadron Leader A J Roberts (ex RAF Bomber Command) was flying with Bob Woodward, a student pilot. They were flying at 137 Km/h in a Tiger Moth at 2100 metres, when they spotted a silver object approx. 760 metres above their plane, not far from Lake Chivero, some 35 Km from Harare, Zimbabwe. The object was like 'an elliptical sausage'. The centre was clear but the ends were hazy.

Roberts took over as pilot and moved closer to the object, which was in a clear patch of blue sky. But as they approached, it turned on its side and took off at great speed. When the Tiger Moth reached the lake, they saw the object coming towards them. It then stopped dead and hovered about 4 Km away. It now appeared as two saucers, one above the other; they were either separate or connected by something the colour of the sky. Roberts said the object was silver or grey but did not reflect the sun. They estimated its length to be about 12 metres. After hovering for a short time, it again turned on its side and took off at incredible speed. Roberts said, 'The most amazing thing about the object was the way it changed direction....' Both men reported to Flying Control at Belvedere Airport on landing. The radar had not been working so there was no confirmation of the sighting: 30 seconds on the first occasion and a bit less on the second.<sup>7</sup>

Chingola, Zambia: One day I had a phone call from 'Bob' who refused to identify himself. He told me that he had been flying on the Zambia/Zaire (now Democratic Republic of Congo) border in October 1961. He was with the Forces of the then Federation of Rhodesia and Nyasaland, in an Alouette helicopter.

He told me he had a photograph of a UFO taken at that time, but under no circumstances would he reveal his identity. He posted the photo to me and although it was badly creased and rather faint, there was definitely an object discernible, but unfortunately, circled with a ball-point pen.

They were flying at about 200 ft at a speed of 190 Km/h.

The UFO came up from behind a hill, travelling at tremendous speed straight up and over the top of the helicopter, disappearing over the opposite horizon.

'We observed it for about 10 seconds', Bob said. 'There was only time for one photograph with a £20 Agfa camera. There was no sound, and no extensions on the craft, nor lights. It was a silver-chrome colour and reflected the sun all the time.'

There were five witnesses altogether: Bob himself, the pilot, Brahm, Chippy Ackerman (killed in Zaire later on), Gerrie Schultz, and a fifth person whose name Bob could not recall. The men thought it was a highly secret United Nations craft, but the shape and speed soon negated this. Bob was never sure of the exact date this sighting took place but it is interesting to note that it was early October - Bob's estimate, although he was not sure - shortly after the death in an air crash of the Secretary General of the United Nations, Dag Hammarskjöld on September 18<sup>th</sup> of that year.

A mystery crash which was never solved.

Well, not as far as the public know!

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### Report from Graham (Harare)

I think it was Saturday, either 15<sup>th</sup> or 22<sup>nd</sup> November 1997, and the time was about 2:50 p.m. I was standing in the garden with my then 18-month-old daughter at my feet.

I looked into the sky directly above me for whatever reason and noticed a silver disc. I could only estimate that it was as high as say an international flight from Johannesburg to Mombasa, or something like it. We often see these planes fly overhead as we are in the take-off fly path of Harare Airport.

The disc remained stationary for about 10 seconds at least. It then suddenly accelerated rapidly in a West-South-West direction, more or less in the direction of Beatrice [a farming area south-west of Harare]. I observed the disc for another 10 seconds until it disappeared beyond the horizon. I was then momentarily distracted by my daughter, and again looked up when I saw another disc, apparently in the same spot.

Again distracted and again looking up, I found the disc had gone. I searched the sky in a 360° pattern and in the previous line of flight, but saw nothing.

I cannot accept that these discs were weather balloons. They were distinctly metallic or the like, and to accelerate from stationary in that fashion, was not usual.

The sky on that day was clear of any clouds.

#### Comments:

We have checked with the Met. Office in Harare who gave us the following information:

- a) Weather balloons are aluminium (silvery) coloured.
- b) They are released at midday (12:00 a.m.) and midnight (12:00 p.m.)
- c) Occasionally, for training purposes, they are also released at 08:00 a.m.

It takes approximately 100 minutes for the balloons to reach their highest altitude, when they expand, become iced-up, and burst. Depending on the wind and its direction on the day of the above sighting, it could have been a weather balloon. As these are often buffeted by winds at high altitudes, it is possible that Graham saw the same balloon, blown by the wind into its original position. However, this is merely speculation on our part as we certainly cannot prove anything, but 2:50 p.m. would fit in with the 12:00 midday release of the balloon.

If any readers can confirm these sightings or suggest a solution, please write to the Editor, UFO AFRINEWS.

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#### Report from Mary (South Africa)

It was a cloudless day in October 1998 in Johannesburg at 9:30 a.m. when Mary, her son, daughter and boy friend saw a solid-silver sphere high in the sky above their house. It appeared to move in a straight-ish line, zig-zagging randomly across the sky. It seemed to be floating as it moved; then it would stop and then move again. It looked as though it was being propelled through the sky. Visually, it appeared to be rather small, and its size, distance from the witnesses, and its speed were difficult to ascertain, especially as there were no clouds in the sky for comparison. There was no sound, no smell and no vapour trail.

The sphere appeared to be metallic as it shone like silver on the side towards the sun. It seemed solid as there was a dark shadow on the opposite side from the sun. The family watched this for about half an hour and knew that the light reflected off the orb, and did not come from within it.

They also spotted a second object, similar in size and shape, but the second one was white, not silver. Both objects were visible for about 10 minutes, appearing at one point to cross paths, moving in opposite directions. When the white object seemed to disappear, Mary watched through binoculars and feels sure the objects were not weather balloons.

Mary had worked for 10 years on a test range for an Armaments Company who had their own weather station.

She was a photographer taking shots of armament testing, aircraft, etc. and says she had not seen anything like this before.

**Comments:** My first reaction was that the time release of weather balloons near the designated area should be checked. However, there are several factors that have to be taken into account. While weather balloons **could** be white or silver, the two involved here were aloft at the same time and yet moving in opposite directions. As they would be exposed to the same wind currents, this seems to rule out weather balloons.

Also, I find it intriguing that in a clear sky (no clouds) and at 9:30 - 10:00 a.m., the white sphere should just 'disappear'. This sudden 'vanishing' seems only to occur with genuine UFO reports.

I have asked Mary to do some checking on the weather balloons and will report further on this case in our next issue.

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#### The Crop Circle Connector

<http://cropcircleconnector.com>



By far, the best collection of information regarding crop circles on the Internet. The colour aerial photographs of crop circles (mostly from the UK) are stunning.



## RECENT REPORTS

Following investigations by the Centre the cases listed below have proved to be of some interest. Due to the delay before some cases were received full investigation is impossible in some cases. The Basin (Jan 1st) maybe a balloon hoax? Lauderdale (Jan 10th) can not completely rule out squid vessel lights? Claremont (July 1st) could be high flying aircraft?

**2000 January 1st. 2am.**

### The Basin (Launceston).

Several witnesses noticed what they took to be a white flare in the sky. However, it came down only 50m from the witness. It was now an orange, blue, and possibly white lights in triangle formation covering about 1m. It was on a slope above the witnesses who were on a path. The lights looked to float through the trees. They thought it may have been car lights and in the confusion did not see how the lights disappeared. One of the witnesses returned to the area but found nothing he could connect with the event.

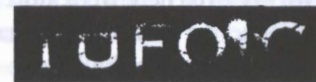
**2000. January 10th, about 10/11pm. Lauderdale.**

Family notice a very bright white light out over Frederick Henry Bay. The mother takes a video which shows the light apparently low over the bay out beyond Lauderdale. After some minutes the light fades and the video is terminated. Almost at once the five lights are reported to have appeared in the same location before they also fade out. Copy of video to be shown at March meeting by Chris Gralak.

# TUFOIC Newsletter

**2000. January 13th, 11.15am. Nierinna**

Witness was travelling up Nierinna Rd near Margate on a bright sunny morning. She slowed for an intersection and noticed an object the size of a small plane over the hills ahead.. Mist covered the rear of two grey-white elliptic shapes moving horizontally together. Looking closely as they car had all but stopped the witness noticed a thin black line at the front that seemed to connect the two shapes. A few trees briefly obscured the view and when the witness searched the sky there was nothing to be seen.



**2000. January 15th, 11.45pm. West Kentish.**

The witness looked out over the view of Mt Roland from her house and noticed a line of 5 green light panels high on the mountainside. She called her husband to make confirm what she could see. There were 5 panels rectangular in shape, with a further smaller 5 lights to the left all at the same level. The witness estimated the length of the panels and lights at about 30 m.

At first they took the lights to be on a new building and after watching for some time took no further notice. An inspection the following day revealed nothing to explain the row of lights.

**2000. February 18th, 12.30am. Park Beach.**

The witness had not long been home when he took his dog outside for a run. Almost at once a flash high above caught his eye.

He looked up and saw a large (Moon sized) orange light moving rapidly across the sky towards Lauderdale. It travelled in a straight line from about a 60 degree elevation to about 30 degrees. He was then surprised to see the light reverse direction instantly and come back across the southern sky. Almost at once it again reversed its flight path and went off to the south-west towards Cremorne before doing a final direction reversely disappearing into the south-east.

**2000 May 15th. 9pm. Forth.**

Motorist travelling east on the Old Bass Highway noticed what looked like a falling star come down behind a hill to the south. A glow appeared behind the hill, then the passenger saw the light return across the sky to the north. This series of events was repeated two more times with the light moving either south or towards the north. On the final sighting the passenger said the light came more from behind the car, paused for a few seconds then disappear northwards.

**TUFOIC  
P O Box 174  
South Hobart, Tasmania, 7010,  
Australia**

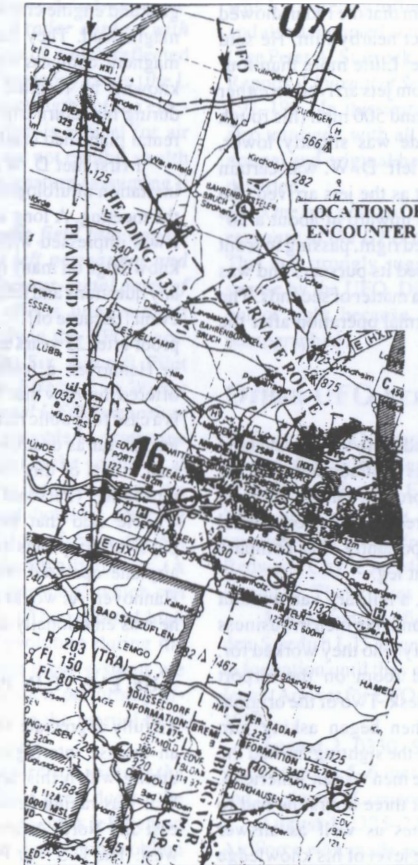
# AN AIRCRAFT/UFO ENCOUNTER OVER GERMANY IN 1976

BY RICHARD F. HAINES

Private pilot D. W., 33 years old, took off from Reichelsheim, West Germany, with a passenger at about 8:30 a.m. local time on August 13, 1976, in a rented Piper Arrow PA-28 (R-200). The weather was good, with only light winds out of the north at 10-15 knots. The flight north to the small island of Wangerooge on the North Sea coast of Germany went smoothly. After dropping his passenger off at the island's small airport, D. W. took off again, landing at Wilhelms-haven airport for fuel at about 3:30 p.m. After refueling, he took off toward a VOR (very high frequency omnirange station used for navigation) located to the south near Diepholz (52° 36' N., 8° 20' E.) on the Hunte River. The time was now about 4:20 p.m. He climbed to 3,500 feet above mean sea level (all altitudes are reported using this scale) and trimmed the airplane for straight and level flight on a heading of 133° using its aileron autopilot control. His cruise speed was about 120 knots (22 inches manifold pressure/2400 rpm). The flat and gently rolling ground below him varied little in altitude (typically 50-100 feet).

The air pressure was high and the sky was clear. The sun was at 261° 20' azimuth and 24° 56' altitude, and the moon had not yet risen. Winds remained relatively constant out of the north at 10 knots. Nothing out of the ordinary had occurred up to this point.

*Richard F. Haines is a retired research space psychologist and CUFOS Scientific Board member living in the Bay Area.*



## SIGHTING DETAILS

At about 5:00 p.m., D. W. was on a heading of about 115° true half-way between Diepholz and Petershagen (approximately 52° 22' N., 9° E) when he noticed a strange light approaching from the northeast at about his 9 o'clock position. On the left is an aeronautical chart of the area. The "planned route" shown here was to be used to retrace the one he had taken on his trip north that morning; however, he changed his mind near Diepholz and used a new radio navigation fix (Bückeburg) to the east in order to fly over different territory.

Initially the UFO seemed to be a great distance away, but over a 3-5-minute period, it came closer and closer, taking up a fixed position off his left wing for several more minutes at an unknown but apparently near distance. The object was always seen against the blue sky background throughout the nine-minute-long encounter. It was oval-shaped and very bright yellow in its center with an indistinct flame-orange boundary. He said it looked like a "headlight"; its diameter subtended about 3½ degrees of arc. (Compare to the full moon, which subtends only one-half a degree.) Pictured on the cover is a rough sketch made for the author on August 24, 1999, in Ottobrunn, Germany, by the pilot in relation to his left wing. An enlarged drawing of the object is also shown.

Suddenly his aircraft went into two rapid 360° clockwise rolls from which he had to recover manually. For many years the witness assumed the roll was due to a misadjustment

of rudder trim. He discovered that he had dropped about 500 feet during the roll-and-recovery maneuver. (Loss of altitude is not uncommon during a roll and its early recovery.) When he next checked his instrument panel, he discovered that his magnetic compass was spinning in a clockwise direction so fast that he couldn't read the numbers in its square window. Checking outside again, he saw that the UFO was still beside him, suggesting that it too had lost the same amount of altitude. He began to climb back to his cruise altitude and called on the radio (the only such report made) to flight control at Hannover airport to the east of his position. He reported what had just happened and also that the strange, oval, yellowish light was still beside him.

The air traffic controller told him that the radar showed both his airplane and another object nearby him. He said aircraft would be sent to investigate. Little more than four minutes later, two USAF F-4 Phantom jets arrived on either side of him travelling between 400 and 500 mph (his rough estimate). The jet on the right side was slightly lower, closer, and ahead of the jet on the left. D. W. was certain they were American airplanes. Just as the jets arrived, the UFO accelerated forward and then upward at about a 30° angle above the horizontal and turned right, passing in front of his aircraft. It quickly outdistanced its pursuers and was out of sight (see sketch on cover) in a matter of seconds. The compass eventually returned to normal operation after the UFO departed.

## THE INTERROGATION

The pilot was directed to change heading to the left and land at Hannover airport some 45 miles east-southeast of his current position. He made his approach, landed there in another 15–20 minutes, then was directed to taxi to a special area and secure his airplane. Importantly, his compass operated normally during this flight leg.

Within minutes of his landing, a military van without license plates pulled up to his plane and five men in business suits got out. They would not identify who they worked for. He was taken to an underground room on the airport property where a man sat behind a desk. Two of the original men left the room. The others then began asking him detailed questions in German about the sighting; he had the impression, however, that one of the men was an American. This questioning went on for about three hours; he had to repeat the entire event many times as well as answer technical details (perhaps to test the level of his knowledge as a pilot). At one point he was politely asked to read and sign a form printed in German. It stated that he agreed never to disclose the details of his UFO sighting. He could not remember if it was a generic form or whether it had the words/initials "UFO" printed on it. The pilot bravely declined to sign the form despite the fact that it was firmly suggested that his pilot's license might be suspended if he did not do so. After this, they finally let him go.

The now tired D. W. left the room to discover it was

dark outside and that he could not fly home because he did not have the required night-flying certification. He stayed overnight near the airport at his own expense.

The next morning he returned to the airport and made sure that his aircraft was flightworthy, including the compass. Everything was normal, so he took off and flew home without further mishap.

## AFTERMATH

Although the airplane had just passed a required 50-hour flight inspection shortly before D. W.'s flight north, its owner later discovered that parts of the aircraft's landing gear and engine crankshaft were strongly and permanently magnetized. They had to be replaced at a later date. The magnetic compass was also replaced (date and location not known); he recalled clearly that it functioned normally during his return trip from Hannover. He told me that the rental plane had crashed years later and was destroyed.

I first met D. W. in August 1999 in Ottobrunn at the invitation of ufologist Illobrand von Ludwiger, who set up the meeting. A long and thorough taped interview ensued. I was impressed with his forthrightness and his technical knowledge on many topics. He never hedged on answers to any questions and told me he "had suffered greatly from this event [because of]... not being able to produce any definite proof after 23 years and also because, after the questioning in Hannover, a feeling of threat arose in me." He also offered the view that "the subject of unknown flying objects is a case for public ridicule and is fought in every way. It can lead as far as destroying someone's whole existence. The best minds of this country have been successfully forced into exile." (Personal communication, November 1, 1999.)

He said that he did not experience any abnormal physical symptoms during or after his sighting and that his airplane operated normally during his flight home from Hannover. As would be expected under the circumstances, he was emotionally upset by these events.

## THE EVENT IN PERSPECTIVE

To fully appreciate why D. W. may have been subjected to an intense interrogation, we must understand the times during which this aerial encounter took place. The Cold War was raging between Soviet-bloc armed forces in the east and North Atlantic Treaty Organization forces in the west. The U.S. Air Force was stationed at many bases in West Germany and routinely flew training missions near the border between the two Germanys. Of course, pilots of both the Soviet Union and East German air forces performed similarly provocative maneuvers. This probably explains the great speed with which the F-4s arrived at the pilot's location just southeast of Diepholz and about 90 miles west of the East German border. They certainly had to have been in the air already and relatively close when the pilot radioed in his report. This case also underscores the

close working relationship between German civil and military air traffic controllers, as well as between the German and American controllers at that time.

Perhaps the ground authorities thought that the UFO was some new Soviet reconnaissance vehicle or offensive military system well inside NATO territory, in which case both the Germans and Americans would have been very concerned. It is also feasible, however, that ground radar had already been tracking the UFO before the pilot's radio call.

## DISCUSSION

This case presents a number of interesting details of potential scientific value. **First, the alleged radar contact with the small airplane and the UFO**, both of which reflected pulsed microwaves in the ultrahigh frequency range (the L radar band, approximately 50 cm wavelength) of the electromagnetic spectrum. This wavelength is typical for air traffic control radar. Thus, the UFO did not exhibit stealth characteristics by masking its radar signature (assuming it was under intelligent control).

**Second, the very intense magnetic field that apparently originated with the UFO and left permanent and measurably large traces in several ferrous-metal parts of the airplane.** Such magnetic-field effects upon aircraft systems have been reported previously in the UFO literature. (See Richard F. Haines, "Fifty-Six Aircraft Pilot Sightings Involving Electromagnetic Effects," in Walter Andrus, ed., *MUFON 1992 International UFO Symposium Proceedings*, pp. 102–131.) It is not possible to determine the strength of the magnetic field either at the source or at the aircraft's sensor without knowing the distance to the UFO and the threshold sensitivity and dynamic damping characteristics of the gyrocompass. Most of these devices rotate at about 18,000 rpm and are electrically driven. (A gyrocompass consists of a spinning gyroscope which can freely rotate in a horizontal direction.) The reported high angular rate of clockwise compass revolution during the close encounter is also intriguing since these systems are deliberately designed to dampen out such perturbing effects. It is not likely that some change in the inertial field caused the compass card to rotate rapidly.

**Third, the unexpected roll of the aircraft without the controls being moved.** This could have been due to the effect of an invisible but powerful wake vortex left behind by another swept-wing aircraft; this is a common problem when small planes follow larger ones. However, the pilot said he did not see any other aircraft before the UFO encounter. The roll also could have been caused by a change in the output of the plane's simple autopilot control system, which is designed to keep the wings level. This control system employs a gyro-stabilized aileron control that the pilot switches on after getting the aircraft stabilized in wings-level flight. The cause of such an unexpected, transient, autopilot output is not known.

**Fourth, the reported hue of the oval-shaped object's center was a deep yellow** (approximately 580 nanometers in wavelength) surrounded by an orange, ring-like halo (approximately 600 nanometers) that extended about 25% of the object's diameter from its apparent edge. Could this have been a magnetically contained plasma of some kind?

**Fifth, the debriefing of a civilian pilot by unidentified aviation officials** is unique as far as I am aware. However, it is not at all uncommon for military pilots to be closely interrogated by military intelligence after reporting an event such as this.

This case is strikingly similar to the DC-10 encounter on March 12, 1977, with another round, intense white light which apparently influenced the airplane's compass system and also its coupled autopilot (operating in "heading mode"). (See Peter A. Sturrock, "Physical Evidence Related to UFO Reports," *Journal of Scientific Exploration* 12, no. 2 (1998): 197–199.) In this instance, the magnetic-field effect was also transient, with all compass systems returning to their normal and original headings shortly after the light source departed.

One last point of interest is the **controlled high-speed response of the UFO to the approaching jet interceptors.** This fact strongly suggests an intelligently controlled response by the UFO. Did it accelerate, turn, and then climb out of sight because it did not want to be fired at or photographed?

## OTHER UFO REPORTS

At least 50 UFO sightings were reported in August 1976 around the globe. Seventeen of these sightings (34%) occurred in Western Europe, England, and North Africa, based upon a current edition of the \*U\* UFO database (available for a fee from Larry Hatch, 142 Jeter Street, Redwood City, CA, 94062, or on the Web at [www.jps.net/larryhat/](http://www.jps.net/larryhat/)). These cases are summarized as follows:

**August** (unspecified date), 1017, Lake Bolmen, Sweden. Swedish J-35 jet pursued six delta-shaped silver objects in formation until they accelerated out of sight. *AFU Newsletter* (Arkivet för UFO-forskning), no. 18 (January–March 1980).

**August 2**, 0330, St.-Pierre-sur-Mer, France. Domed saucer seen at 5–6 meters altitude: orange lights went off and on slowly. *Lumières dans la nuit*, no. 166, p. 26.

**August 3**, 2325–2330, Al Munastir, Tunisia. Tunisian Air Force pilot made radar contact for five minutes at very high altitude. Lawrence Fawcett and Barry J. Greenwood, *Clear Intent* (Englewood Cliffs, N.J.: Prentice-Hall, 1984), p. 80.

**August 4**, 2350, Al Munastir, Tunisia. UFO followed Air France airliner on landing approach to airport. Fawcett and Greenwood, p. 80.

**August 6**, 0020–0145, Sukrah, Tunisia. Four small "helicopters" seen in the sky; no radar confirmation. Fawcett and Greenwood, p. 81.

August 7, 2348-2412. Hawmat as Suq, Tunisia. Two commercial pilots had a radar/visual sighting: UFO landed near airport. Fawcett and Greenwood, p. 81.

August 8, 1950. Sidi Ahmed Airport, Bizerte, Tunisia. Radar tracked an unknown object. Fawcett and Greenwood, p. 81.

August 10, 0500. Albufeira, Portugal. Two ground witnesses saw a huge object. Ignacio Darnade, "Spies in the Supernumerary Attic?" *Flying Saucer Review* 23, no. 3 (1977): 20-21.

August 11, 2300. La Línea, Spain. Two young men saw a nocturnal light for two minutes at high altitude entering a larger object. "UFO Blacks out Lighthouse." *Flying Saucer Review* 23, no. 1 (1977): iii.

August 13, 2250. Kåbdrup, Denmark. CE-2 event. "Denmark E-M Case Investigated." *MUFON UFO Journal*, no. 106 (September 1976): 10-12.

August 15, 0300. El Real de la Jara, near Sevilla, Spain. Bright nocturnal light hovered as 20 automobiles stopped on the highway. "Some Recent Spanish Reports," *Flying Saucer Review* 22, no. 6 (1977): 27-29.

August 21, 1200. Nordbygd, Norway. Dark, hissing disk observed. Anton Lidstrom, "Reports from Norway," *MUFON UFO Journal*, no. 144 (February 1980): 9-10, 15.

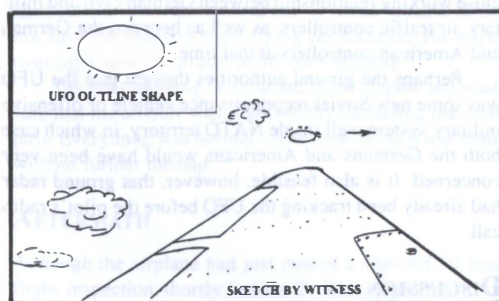
August 21, 2230. Forêt de Moulière, near Poitiers, France. Long (30-meter) cigar descended from 4,000 ft., rose again; humming sound, odor experienced. Michel Figuet and Jean-Louis Ruchon, *OVNI: Le premier dossier complet des rencontres rapprochées en France* (Nice: Editions Alain Lefevre, 1979), p. 627.

August 28, 0000. Mosjøen, Norway. Square UFO with windows seen by people in two cars; EM effects; heard "crack" sound. Lidstrom, "Reports from Norway."

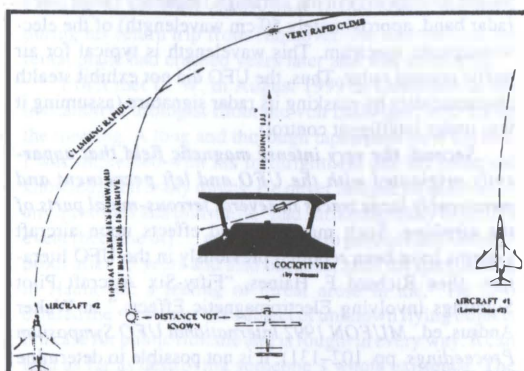
Another case took place almost one month later (on September 19, 1976) and involved two U.S.-built F-4 Phantom jets of the Iranian Imperial Air Force pursuing an intensely bright UFO in the vicinity of Tehran, Iran. This important and well-known case is included here since both of the Iranian jets experienced UHF and interphone-system interference when near the violet, orange, and white UFO. When the pilot of one aircraft armed his AIM-9 missile system to fire at the unidentified luminous object, the system malfunctioned and could not be fired. The UFO departed at "many times the speed of sound," according to one of the pilots (Lieut. Jafari). The pursuit of the present UFO in northern Germany by two USAF F-4 Phantom jets no doubt contributed to the official American interest in the UFO aerial encounter in Tehran (Fawcett and Greenwood).

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## AN AIRCRAFT/UFO ENCOUNTER OVER GERMANY IN 1976



**IUR**  
International UFO Reporter

Winter 1999  
Volume 24, Number 4

**NEW!**

## JOURNAL OF UFO STUDIES

New Series, Vol. 7, 2000

# -Sighting Reports-

March - July 2000

Compiled by Martin Gottschall



Forest Hill near Gatton  
Thursday 30th March 9.15pm

A man and his wife witnessed a blue hovering light for one to two minutes. It took off and enlarged to the size of a house moved 10 kms in 3 to 4 seconds and then remained still again. It was observed in total for 3 minutes.

Normanton Friday 7th July 11.45pm

An officer from the Dept of Air Safety reported receiving a report of "something" the size of a football field travelling over the area. It appeared to have lights, no noise and left behind it what seemed to be a bit of a trail. This object was observed by 25 people.

Norman Park Monday 22nd May 5.50pm

A man stopped his car and observed a large silver oval shape hovering over the city. It had portholes with lights and looked like a plate or saucer with a slightly domed top. Its elevation was 30 to 40 degrees and appeared to be the size of a 50c piece at arms length. It started to move then stopped. His 14 year old daughter saw it too. He stated it was not a blimp or plane or balloon. The experience was described as unnerving. The witness rang the police, the Planetarium and the CAA.

Coorparoo Tuesday 23rd May 6.25pm

A man went to the kitchen to wash his plate and observed a flashing light off in the distance like a strobe light. He was looking west as he observed the object travel very slowly and get closer. He caught a glimpse of a red light. The object appeared to be surrounded by a misty halo and had a yellow light inside it. It did not deviate from its course until 7.10pm when he saw a green light and then the object disappeared in a flash to the west. He rang Air Safety who put him on to our organization.

Sunday 28th May 8.55pm

What appeared to be 2 stars were observed high up in the sky travelling South. One light changed from white to red then green. They were travelling faster and higher than a jet yet were as small as a star. They seemed to be a long distance away.

**UFO Research Queensland**  
presents a one day seminar:

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"Confronting the unanswered questions"

Saturday 18th November, 2000

9.00am - 5.15pm

S.W.A.R.A., 61 College Road, Spring Hill, Brisbane

Interstate and local researchers will make this a 'milestone' event, providing the general public with an update of where we are in our understanding of the UFO phenomenon.

### Speakers confirmed:

Judith Magee (Victorian UFO Research Society) - *UFOs in History*  
Paul Norman (Victorian UFO Research Society) - *Update on the Fredrick Valentich Case*  
Paul Sowiak (Independent UFO researcher NSW) - *What is the Truth?*  
Bryan Dickson (UFO Research NSW) - *UFO Abductions, The Differing Realities*  
Barry Taylor (Independent UFO Researcher NSW) - *Observations and Conclusions From Personal Experience*  
Dr Martin Gottschall (UFO Research Qld) - *UFOs - The Familiar and the Strange*  
Karim Hashim-Jones (UFO Research Qld) - *The Transformative Nature of the UFO Phenomenon - A Shamanic Perspective*

Further speakers to be announced.....

Members: \$35.00

Non-members: \$40.00

on site parking, food and refreshments available

Enquiries: (07) 3256 3330; (07) 3376 1780

**\* BOOKINGS REQUIRED**

## QANTAS flight spots an object over Queensland

Simon Denneen has kindly given permission to VUFORS to reproduce a logging which he made on the 12th of August, 2000. The report was first seen in a recent edition of the "Australian Aviation" magazine.

"Here's an x-file I just received involving a QANTAS B-737 VH-TJI on descent to Coolangatta at 0925 UTC (1925 EST):

09:25 AM VH-TJI calling BRISBANE CENTRE reporting a large object in the sky that appeared to be moving slowly and was flaming. BRISBANE Centre enquires further about the object and TJI replies that if it was an object re-entering then it was very large and was moving slowly but could have been something closer to them. They then are advised to contact BRISBANE Radar on 123.5

09:27 AM BRISBANE RADAR calling VH-TJI asking for clarification of sighting w/ TJI advising that it was an orange flame with a blue tail. BRISBANE Radar asks if it could possibly be a flare w/ TJI advising that it was definitely not a flare but was descending from high altitude from northwest to southeast. Radar then enquires about length of tail and TJI adv it was hard to tell because he couldn't judge its distance but confirmed it was a large object and that his gut feeling is that it was probably space junk but definitely worthy of mention. At 0930Z advised to contact Coolangatta Tower on 118.7"

NEWS DEMOCRAT, Belleville, IL - Aug. 9, 2000

### UFO sighting hard to shake for Highland man



Wally  
Spiers

ON JAN. 5, Melvern Noll inadvertently became a media star.

"I opened up a can of worms," he said, and some of those worms are still wriggling.

The Highland man was the first to spot what has become one of the more publicized UFOs in the Midwest. His report of what he thought looked like an enormous flying house led to police officers across the metro-east seeing the object.

"People still come in and talk about it," Noll said.

That is good for business at Furt Land, 140 Woodcrest Drive in Highland, where Noll presides over his miniature golf course, go-karts, games, snacks and sandwiches.

Noll, a retired truck driver, still works occasionally and was driving that week in January.

"I got in around 3:30 (a.m.) in Pocahontas," he said. "The door locks on my pickup were frozen. That had never happened before, and it took, oh, maybe 15 minutes to get the door open."

That delay put him in Highland, checking on

his business, just in time to see the UFO. He said he stood at the back door and watched strange lights coming in lower and lower.

"It looked like a two-story house," Noll said. "You could see little windows. There wasn't a sound. The trees didn't move. It slowed almost to a stop."

"That's when I got scared," Noll said. "I thought it had seen me. I didn't know what to do."

He went to the Highland Police station and reported the incident. Noll was worried about being branded a nut, but he wanted to see if anyone else would spot it.

"An officer came and told me a St. Clair County Sheriff's deputy around Summerfield had seen it," Noll said. "I relaxed and went to bed."

But he was far from through with the episode. He spent hours on radio and television shows, and the Discovery Channel and The Learning Channel both came calling.

Noll said he is leaning toward believing the object was from another planet, although UFO enthusiasts tend to lump the sighting in with other sightings of a mysterious black flying triangle they think is a secret project of the U.S. government.

Oddly enough, no one at Scott Air Force Base noticed the object, which Noll said must have passed nearby. A Scott spokesman said in January the base radar was down for routine maintenance at the time.

Wally Spiers column runs six days a week. Have a column idea? Call Wally at 239-2506 or (800) 642-3878; or e-mail: wspi@bnd.com

**VICTORIAN SIGHTINGS** - We have quite recently received a number of reports but unfortunately they came in too late to be included in this edition as they are currently under investigation.

## SOCIETY NEWS

The VUFORS Sightings Hotline is NOW AVAILABLE.

(03) 9506 7080

Please report your sightings to this number.

Note: This is NOT a 0055 or 1900 service. Your call is charged standard rates.

\* \* \* \* ITEMS FOR SALE \* \* \* \*  
AT THE DECEMBER 4th DISCUSSION EVENING

\* **"UFOs...THE REAL STORY"** - Stanton Friedman's comprehensive CD-ROM. Was excellent value at \$ 35.00. NOW REDUCED TO \$ 20.00 !!! There's only a few left so don't miss out ! !

\* **VUFORS LAPEL BADGES** - only \$ 5.00 each.

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We will have an extensive range of second-hand books and magazines on sale at marked prices. Several of the books are rarities.

Also on sale will be several back issues of *The Australian UFO Bulletin* at \$ 4.00 per copy.

**REMINDER.** Will those members who ordered the new Timothy Good book *Unearthly Disclosure* at the September Discussion Evening please have the \$ 25.00 balance of payment when they collect the book at the December Discussion Evening. Several additional copies of the book will be on sale for \$ 35.00. This hard cover edition of the book will not be released in Australia.



**MEMBER**  
**International Committee for U.F.O. Research**  
P.O. Box 1043, Moorabbin, Vic. 3189, Australia

## DISCUSSION NIGHT

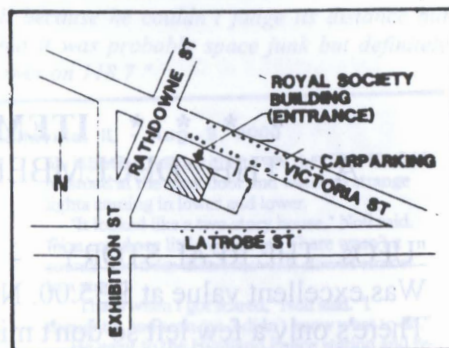
### For Your Diary

|           |                        |            |
|-----------|------------------------|------------|
| MARCH     | 6 <sup>th</sup> , 2000 | DISCUSSION |
| JUNE      | 5 <sup>th</sup> , 2000 | "          |
| SEPTEMBER | 4 <sup>th</sup> , 2000 | A.G.M      |
| DECEMBER  | 4 <sup>th</sup> , 2000 | DISCUSSION |

TIME 8.00 p.m.

WHERE The Royal Society of Victoria  
Victoria Street, Melbourne  
(SEE MAP)

|       |                  |            |
|-------|------------------|------------|
| ENTRY | NON-MEMBER       | \$5.00     |
| FEE   | ASSOCIATE MEMBER | \$2.00     |
|       | FULL MEMBER      | FREE ENTRY |



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| <b>ASSOCIATE MEMBER:</b> | \$15   | - Magazine Only                                     |
| <b>OVERSEAS:</b>         | \$US20 | - Magazine Only                                     |
| <b>NON MEMBER:</b>       | \$5    | - Meeting Entry Only                                |

# SOCIETY HISTORY

## 1957

At this point perhaps it may be opportune to present a brief history of the Victorian U.F.O. Research Society.

The earliest U.F.O. group to form in Australia was the "Australian Flying Saucer Bureau" under the direction of Edgar Jarrold and Andrew Tomas, in the early 1950s. At the same time, Fred Stone inaugurated the "Australian Flying Saucer Research Society" in Adelaide. After approximately two years the Bureau closed down and was regarded as a branch of the "Australian Flying Saucer Research Society" under Andrew Tomas. This shortly broke from Adelaide and became the "Australian U.F.O. Investigation Centre" with Dr. Clifford at its head until 1958, when the Presidency passed to Dr. Lindtner.

The "Australian Flying Saucer Research Society (Victorian Branch)" was formed on the 17th February, 1957 as a branch of the "Australian Flying Saucer Research Society" and later that year was re-organised as the "Victorian Flying Saucer Research Society" with Mr. Peter E. Norris L.L.B. as President. In 1968 the name was again altered – this time to the "Victorian U.F.O. Research Society".

During this time, the Society has published various papers and is probably best known for its publication Australian Flying Saucer Review, curtailed in 1972 due to high costs and subsequently superseded by the Australian U.F.O. Bulletin and at one stage sponsored and produced a quarter-hour program on a Melbourne radio station under the heading of "The Truth Behind Flying Saucers".

In 1978, following the resignation of Mr. Peter Norris the current executive, Mrs. Judith Magee, Messrs. Paul Norman and Clive Yates, was placed in control, ensuring the continuing prosperity of V.U.F.O.R.S. The Society has held a dispassionate attitude on U.F.O.s, claiming it is a scientific problem deserving closer attention. It has also met regularly in general meetings and discussion nights and maintained the largest U.F.O. library in the southern hemisphere. Unfortunately, the loss of books, probably due to the high cost of postage has forced V.U.F.O.R.S. to discontinue this service to members.

Membership of this Society – which maintains the largest membership of any U.F.O. organisation in the Southern Hemisphere – is open to all who are genuinely interested in the subject.

# THE AUSTRALIAN U.F.O. BULLETIN

Print Post Approved  
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